

Las Vegas Daily azette.

J. H. KOOCLEER, Editor.

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"I AM not seeking any office, as the gift of the people,—one from the President will do this year."—Ben Butler, which would be governor.

FORNEY is weakening. The old manipulator says in a letter to one of his journalistic friends:

"My whole object in supporting Gen. Hancock is briefly stated: I have always been a grateful man, regarding the remembrance of a service done by another to me as a religion, and I could no more go against Gen. Hancock as a candidate for president, as things stand now, and be easy in my mind, than I could go against Abraham Lincoln if he were living and running for office. There is another reason, and that is a profound yearning to settle all sectional quarrels. I commiserate the south from the bottom of my heart. No man went farther against them; but now that slavery is abolished and that the south agrees everywhere to stand by the old flag, I want only to forget the bitterness of the past and pray God to give me strength to fill the little time that is left me in life with earnest friendship for that as well as all portions of the country."

What, we ask, is the relation between personal gratitude and a nation's welfare?

The president of Mexico and his cabinet, having been given by the Mexican congress in June last authority to grant railroad concessions have within the last ten days granted two concessions to two companies in which Santa Fe is directly or indirectly interested. One was given (limited) to the Mexican central, organized last winter, with a capital of \$5,490,000, which was taken by friends of the Atchison, Topeka & Santa Fe and C. B. & Q. roads, and by American and foreign bankers. The company held an old concession for a road from the City of Mexico to Leon, a distance of 120 hundred and two miles, and has spent \$800,000 on this line. It has now been granted the right to extend the line from Leon northward to El Paso, where connection will be made with the Southern Pacific road, now completed to within one hundred miles of it, with the Galveston, Harrisburg and San Antonio and with the Sonora road, all of which roads are rapidly pushing towards El Paso. The concession also gives the right to build a line from a convenient point between Leon and Agua Caliente to the seaport of Mazatlan, on the Pacific coast. The two lines comprise a distance of 1,400 miles. A subsidy amounting to \$15,200 a mile upon the entire line has been given under the decree. The Mexican Central road will be of the standard gauge. The concession granted it, as will be seen from the above, provides for a continuous line from El Paso to the city of Mexico and thence to the sea coast, and as the Atchison, Topeka, & Santa Fe will connect with it El Paso, there will be, when the road is built, a line all the way from Santa Fe to Mazatlan on the coast, via the city of Mexico.

The other concession granted by the Mexican government is to the Mexican National Railway Construction Company, with which Wm. J. Palmer, president of the Denver & Rio Grande railroad is prominently connected. To this company has been given the right to build a road from the city of Mexico to the port of Mazatlan on the Pacific coast, and also the right to build a line from some convenient point sixty miles from the City of Mexico to a point on the Texas frontier between Eagle Pass and Laredo. This company has also been granted a subsidy at the rate of \$7,000 a kilometer for the Pacific line and \$6,600 a kilometer for the Texas lines.—New Mexican.

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